

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

1. (currently amended) An operating mechanism for at least one brake, comprising: an actuator connected to at least one brake cable; a stationary electric motor for driving the actuator; and a load sensor for determining a mechanical load of the at least one brake cable; the actuator comprising a spindle and a nut engaging each other and forming a spindle/nut assembly, wherein the spindle/nut assembly can be axially displaced within the operating mechanism, ~~and wherein~~ the load sensor is arranged between a housing of the operating mechanism and the spindle/nut assembly and the spindle/nut assembly bears against the load sensor such that the displacement necessary for determining the load is carried out by the spindle/nut assembly, and the spindle/nut assembly compresses the load sensor.
2. (previously presented) The operating mechanism according to claim 1, characterized in that said actuator is driven by an electric motor via a gear.
3. (previously presented) The operating mechanism according to claim 1, characterized in that said actuator changes position in a direction dependent on the mechanical load of the at least one brake cable.
4. (previously presented) The operating mechanism according to claim 1, characterized in that said actuator comprises a gear wheel.

5. (previously presented) The operating mechanism according to claim 4, characterized in that a first end of said spindle being complementary shaped to a concentric, profiled opening of said gear wheel and being guided therein so that a rotation of the gear wheel is transmitted to said spindle and that at the same time a displacement of said first end of said spindle is possible in axial direction within said concentric, profiled opening of said gear wheel.

6. (previously presented) The operating mechanism according to claim 5, characterized in that said first end of said spindle comprises a stopper so that said spindle cannot be completely removed from said concentric, profiled opening of said gear wheel.

7. (previously presented) The operating mechanism according to claim 6, characterized in that said spindle comprises a second end on which a rotation-decoupled stopper is mounted.

8. (previously presented) The operating mechanism according to claim 7, characterized in that said rotation-decoupled stopper comprises a magnet fixing with a magnet.

9. (previously presented) The operating mechanism according to claim 8, characterized in that a Hall-chip in a Hall-chip fixing is arranged opposite of and spaced apart from said magnet wherein a spring is positioned between said magnet fixing and said Hall-chip fixing.

10. (previously presented) The operating mechanism according to claim 4, characterized in that said nut is guided on a thread of said spindle by a respective inside thread.

11. (previously presented) The operating mechanism according to claim 10, characterized in that two Bowden cables are coupled to said nut via coupling facilities being symmetrically arranged to said spindle wherein said Bowden cables are connected to said at least one brake cable.

Claims 12-23 (Cancelled)